

The World's Most
Interesting MOTORCYCLES

Indian gives almost
everyone
a lift.

Are Coming
to the U.S.A.

1970 Models
are now arriving
in U.S.



1970 INDIAN ENFIELD and NEW 1970 INDIAN "BAMBINO" MINI-MINI

Indian 1970 Models
now arriving

INDIAN PONYBIKE

This unique road or trail bike has 3 speeds, 5 H.P., 45-48 mph. Full suspension front and rear. Dual seat, road or trail tires, 2 brakes, fies. Red or gold. A large minibike. Immediate delivery. \$295



INDIAN PAPOOSE

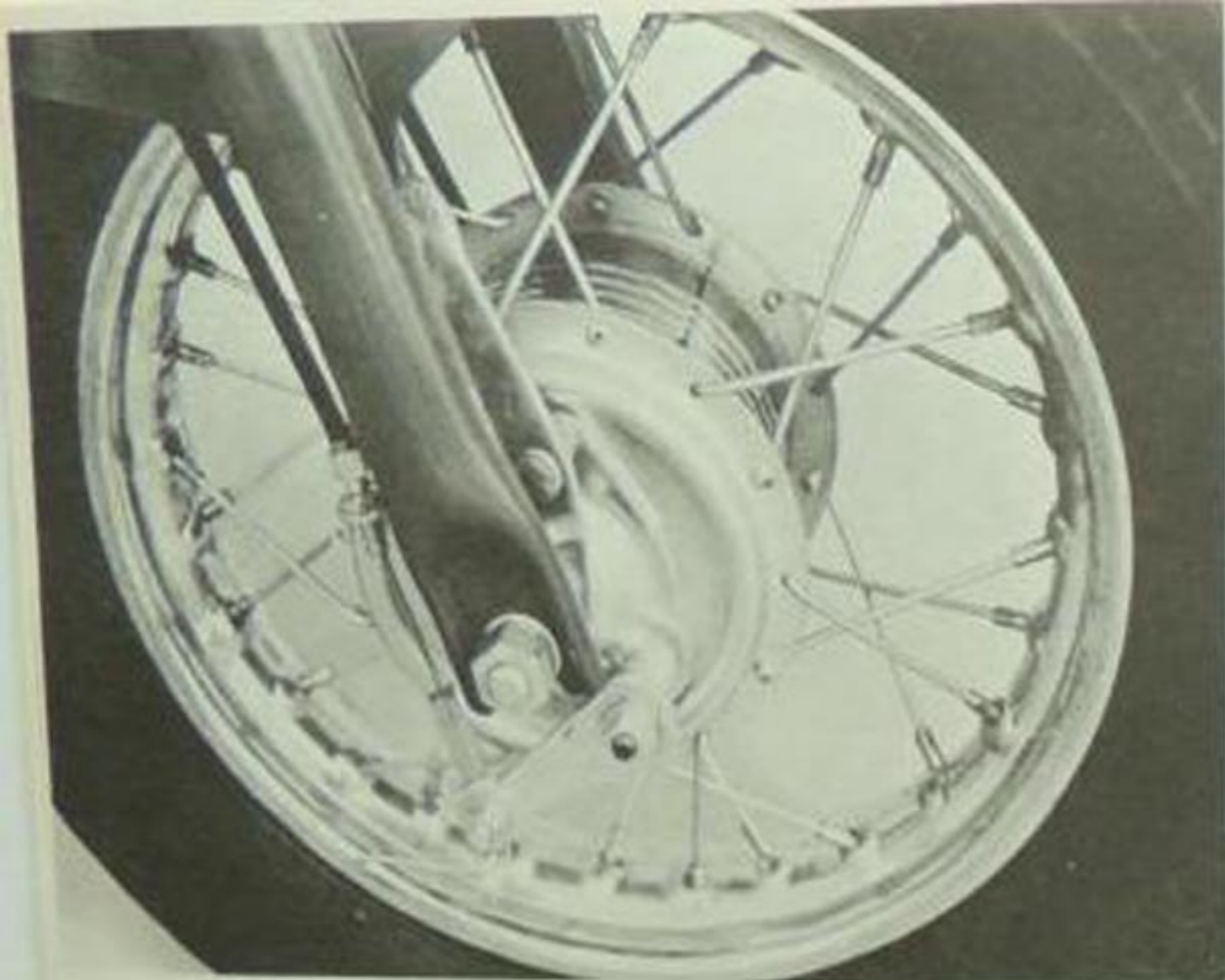
This 4-speed 4.9 H.P. 45-50 mph small motorcycle (bigger than a moped) is beautifully finished in red or blue. Performs more like a 90 than a 50cc—smooth as silk. Dual seat, road or knobby tires. Two brakes, fies. Immediate delivery. \$345



FLOYD CLYMER
MOTORCYCLE DIVISION

222 N. VIRGIL AVE.
LOS ANGELES, CALIF. 90004
TEL.: (213) 388-9119

Speedo calibrated to 70mph is built in Italy. Bike will hit almost 50mph.



The front brake is of the single leading shoe type — most effective!

Exposed and chromed springs on the rear shocks give that sporting look.

Front telescopic forks and the swinging arm rear suspension both have enough travel for some pretty serious rock-bashing and the engine is lusty enough to cope with all but the steepest inclines. So for just pottering around the trails with a minimum of effort and at a fairly casual pace, the Papoose is fine.

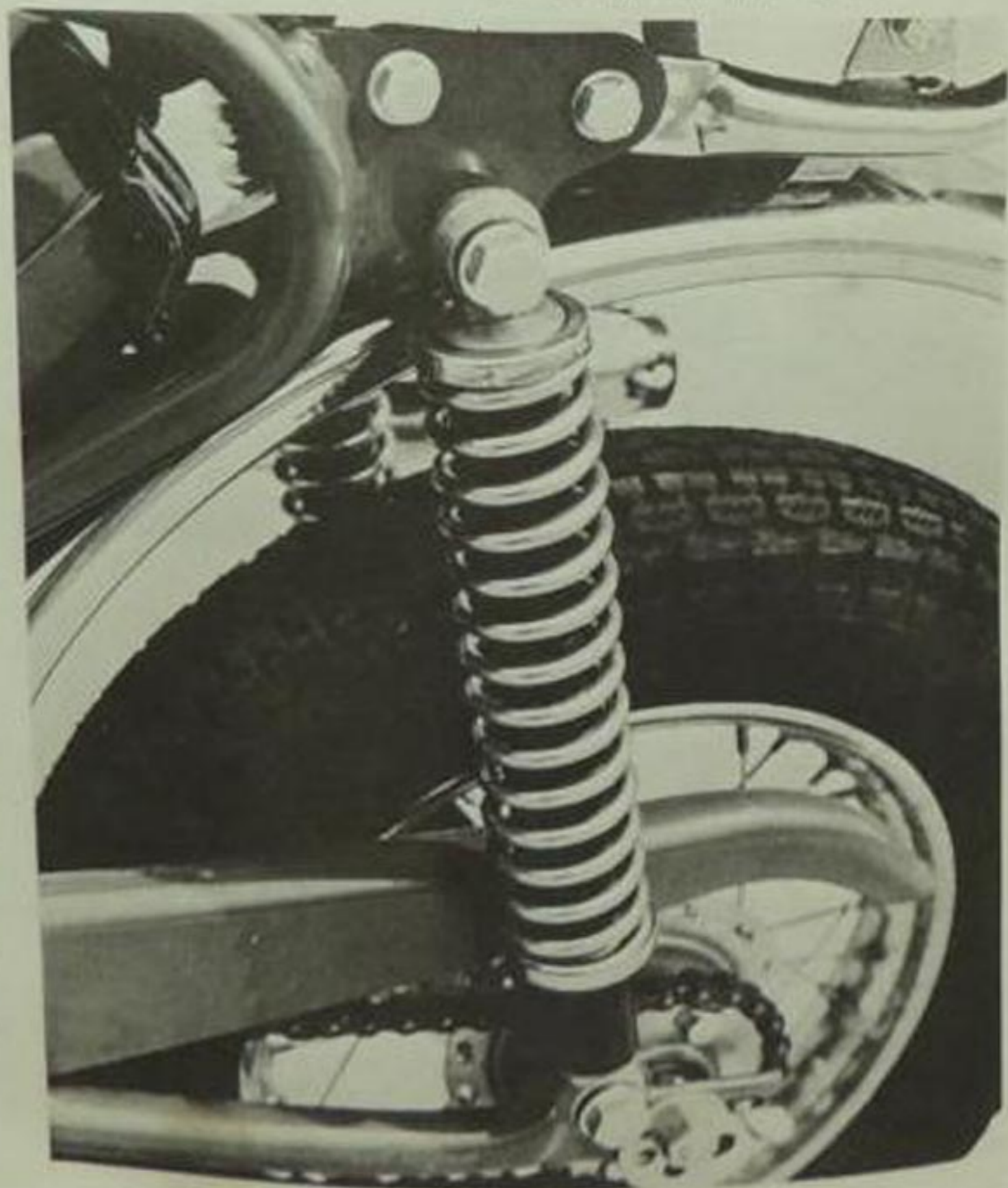
The Minarelli engine has a bore and stroke of 38.8 mm by 42 mm and runs on a compression ratio of 10:1. Ignition is by flywheel magneto and it has coil lighting. Carburetion is by the Dell'Orto UA19S model and transmission is through a wet clutch.

No torque figures are available but the strong little motor has it in spades. Riding it was enough to prove that.

Gas mileage is up around 100 mpy — as should be expected from a 50cc engine — and this means that you can fill up the gas tank (just over a gallon) and forget all about it for a month or so.

All controls are just as on a regular motorcycle — rear brake operated by the right foot, rocking pedal gear change on the opposite side, clutch and brake levers on left and right handlebars respectively.

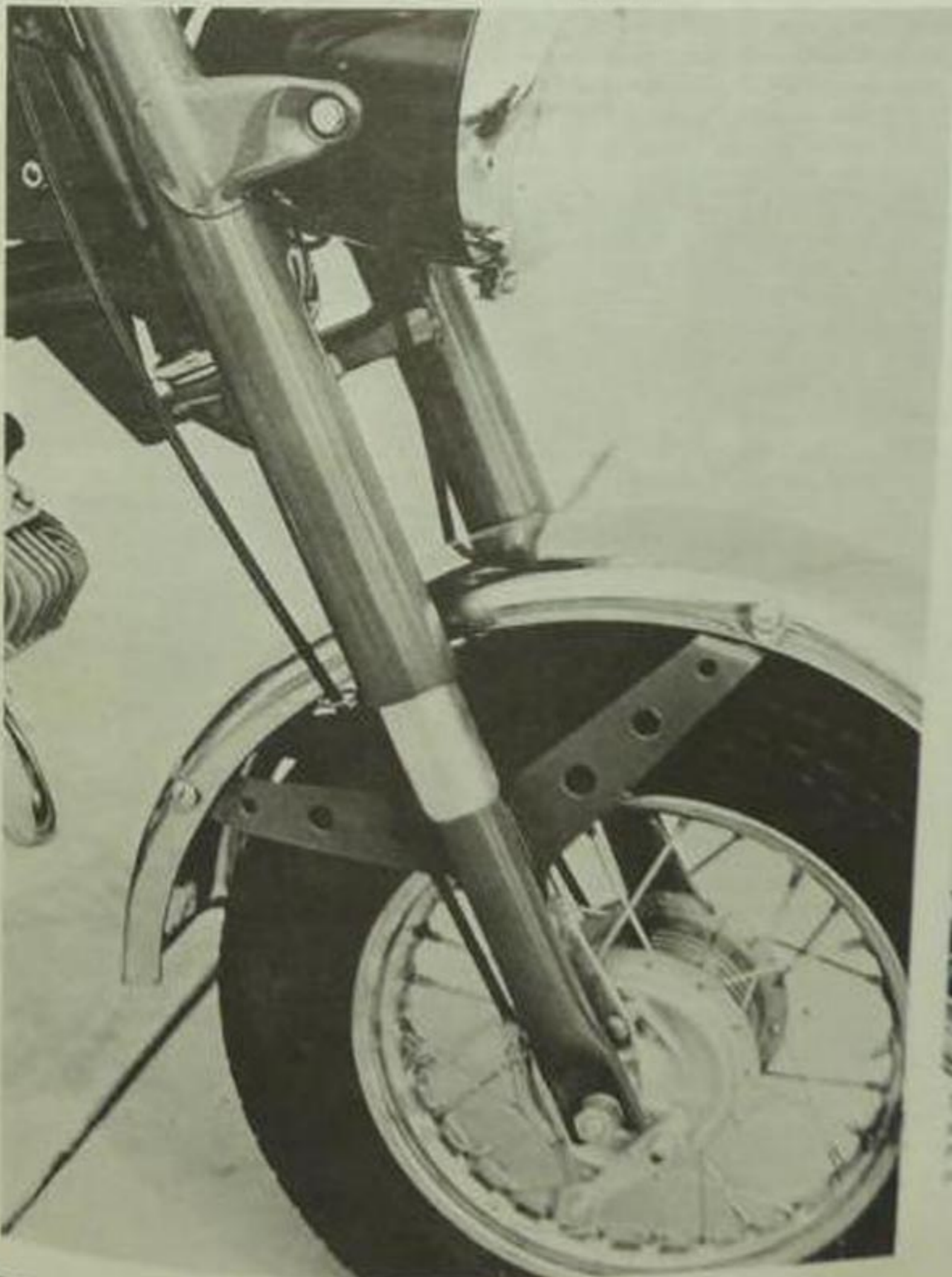
The general finish of the machine is excellent. It comes in either red or blue paintwork which is deep and well-applied. There is enough chrome plating to enhance the looks without mak-





The gas tank holds just over a gallon — enough for a hundred miles riding

Front forks have enough travel to cope with pretty hefty rocks and gullies.



ing the bike appear grayish and the chrome is solid and of obvious good quality.

Completely exposed, chromed springs on the rear shock absorbers help with the sporty appearance as do the upwept cowhorn bars with knobby moto-cross type handlebar grips.

Chain adjustment is by a small cam at the rear wheel spindle, a simple and foolproof way of ensuring correct chain tension. A neat point here is the serrated flat on the cam that makes it double-easy to push the cam around with one's thumb. Only a small detail point, maybe, but how much easier to operate than some chain adjustment cams that you have to bash around with a hammer and dent!

This is typical of the thought that has gone into the design and manufacture of the Papoose.

Other detail points pleasing to note are things like the sporting ball-ended control levers, the rummy toolboxes beneath the seat and the lever-type pet-cock, so much more convenient than the push and pull type.

The ball-ended levers will particularly appeal to the trail riders. Most dirt riders get off occasionally and no one relishes the thought of a sharp-ended control lever puncturing their skin!

So that's it . . . the Indian Papoose bears one of the most respected and revered names in American motorcycling and it's as different as can be from those Indians of long ago. But that doesn't mean a thing, the design, the quality of production and the performance make the Papoose more than worthy of the Indian name.



The toolboxes are mounted under the seat and is big enough to hold all tools needed for general touring repairs.

FIVE NEW 1970 INDIANS



Seventeen-year-old Kathy Parson, University student and part time newspaper classified ad sales girl, is shown here at Indianapolis Raceway Park with five 1970 model Indians. Upper left are Indian Velo 500 and Indian Enfield 750 models. Lower left is Papoose. Upper right is Ponybike, and lower right is the Indian Boy Racer.

Floyd Clymer sez:

The Clymer promoted A.M.A. 110 mile National at Indianapolis was a big success. Good racing and good crowds.

Most unusual was the display of 1970 Indians at the track and the KK Supply and Webco display in the Holiday Inn. Thanks to both of them.

BIG hits were the new Indian VELO 500 and the Indian Enfield 750.

Italian engineered and styled to our specifications these bikes, built by the kind of workmen that make Italian cars such as Ferrari, Maserati, Alfa Romeo and Fiat outstanding were BIG HITS.

Shown here with BIG brakes (front ones with screened air duct for cooling), sporty fenders, braced bars, DEV (Italian Bosch electrics), gigantic gas caps, adjustable rear shocks, dual seat with layers of hard and soft sponge rubber, hand holds, tach, sporty mufflers, dual bar frame with balanced weight distribution for perfect road holding make these new Indians something new, different and "one-of-a-kind" streamlined bikes.

Every true enthusiast will want to see and ride these leaders for 1970.

INDIAN Mini Mini. The new 67 lb., 10 m.p.h. is for 4 to 8 year old kids. Nothing like it—a real miniature bike, not a toy. Front and rear suspension, two good brakes, wire spoke wheels and automatic trans. make it a real bike kids go crazy over. We also have a sidecar.

Our Papoose, Boy Racer and Ponybike models that steal shows wherever shown. These bikes ride easier and are safer than most minibikes as they have larger wheels and tires, full suspension, front and rear, two good brakes. Papoose and Ponybike have speed, and lights (Boy Racer does not—it's an off-the-road bike).

IMMEDIATE DELIVERY—dealers, franchises are open! Regardless of what makes you handle INDIAN will stimulate your business and increase profits. Just put them alongside ANY MAKE—compare feature by feature, workmanship, styling, engineering then and ONLY THEN will you see why INDIAN is the NEW and BIG hit for 1970.

WRITE TODAY to
FLOYD CLYMER, President
INDIAN MOTORCYCLE CO.
222 N. Virgil Ave.
Los Angeles, Calif. 90004
Phone (213) 388-5119 before your competitor scoops you.
(All dealer inquiries treated in strict confidence and with no obligation.)

Indian FOR 1970 OFFERS MANY INNOVATIONS!



Streamlined styling of the Indian Velo 500 (left) and twin Enfield 750. Both high performance lightweight bikes are great fourholders.



INDIAN Papoose, 50mph, 4 speed Super Mini bike. Safer and easier to ride than most minis as it has larger wheels, over 50mph. \$345.00.



The Rayburn family (Cal. his wife and two boys) had a ball at Indianapolis on the Boy Racer and the Mini Mini. The boys handled the job bikes and their dad does his Harley Davidson side wire racer which he rode to victory. (We don't want you to get the idea that Cal won on an Indian.)



Compare the size of new Indian Mini Mini with the Indian Enfield 750 and you will see at once just how small this new bike really is. It's only \$285, ready to ride. Order NOW for Christmas or Spring delivery.

PRETTY GIRLS LIKE PRETTY INDIANS



Upper left—University student Kathy Parson lifts 57 lb. Indian Bambino Mini-Minibike. Center—front view of Ponybike. Top right—Mrs. Grant King, wife of STP race car chief mechanic, is happy astride Boy Racer. Lower left—Indians, large and small, on display at Indianapolis Raceway Park. Lower right—Linda Vaughn, the famous Miss Hurst, on Ponybike. She is publicity girl for Hurst race and stock car products.

FAMOUS INDIANAPOLIS "500" RACE PERSONALITIES ON INDIANS



Upper left — one of Indy all-time greats, 3-time winner Mauri Rose, on Ponybike. Below — Mauri rides down pit area where he stopped many times in his racing days. Lower left — Harlan Ferguson, veteran race driver and "500" Stewart on Ponybike. Upper right — Indy track owner, Tony Stewart in his University of Indiana days, owned and raced Indians on half-mile dirt tracks in Indiana. He tells Floyd Clymer, "It's good to see Indian back again. I can remember when Indian was No. 1 in U.S. sales." Tony also has several old Indians in the Speedway Museum, including the Indian once raced by famous Cannonball Baker. Bottom right — Famous "100" Mile winners, Lou Meyer (left) and Duane Carter (right).



Famous Personalities Who Own Indians are Andretti and Granatelli.



MARIO ANDRETTI, 500-Mile winner, and his young son on Indian Boy Racer. Publicist Bill Marvel of Sports Handliners (in center), and Clymer on left.



Andretti's son, Rick, is thrilled by Indian Boy Racer. He sat on it for an hour.



STP President, winning race car owner, the world famous GRANATELLI with Mario's son. Andy was an Indian Scout owner as a youngster and now owns an Indian Popover.



Famous Indy announcers—Chuck Bailey, P.A. announcer (left) and Sid Collins, "voice of the NBC" network.



Sam Banks (left), Duane Carter (center), both Indy winners, and once famous motorcycle racing national champion, Joe Peck, (right) has a U.N.A.C. (NBCA).

TESTING INDIAN VELO "500" AND INDIAN ENFIELD "750"

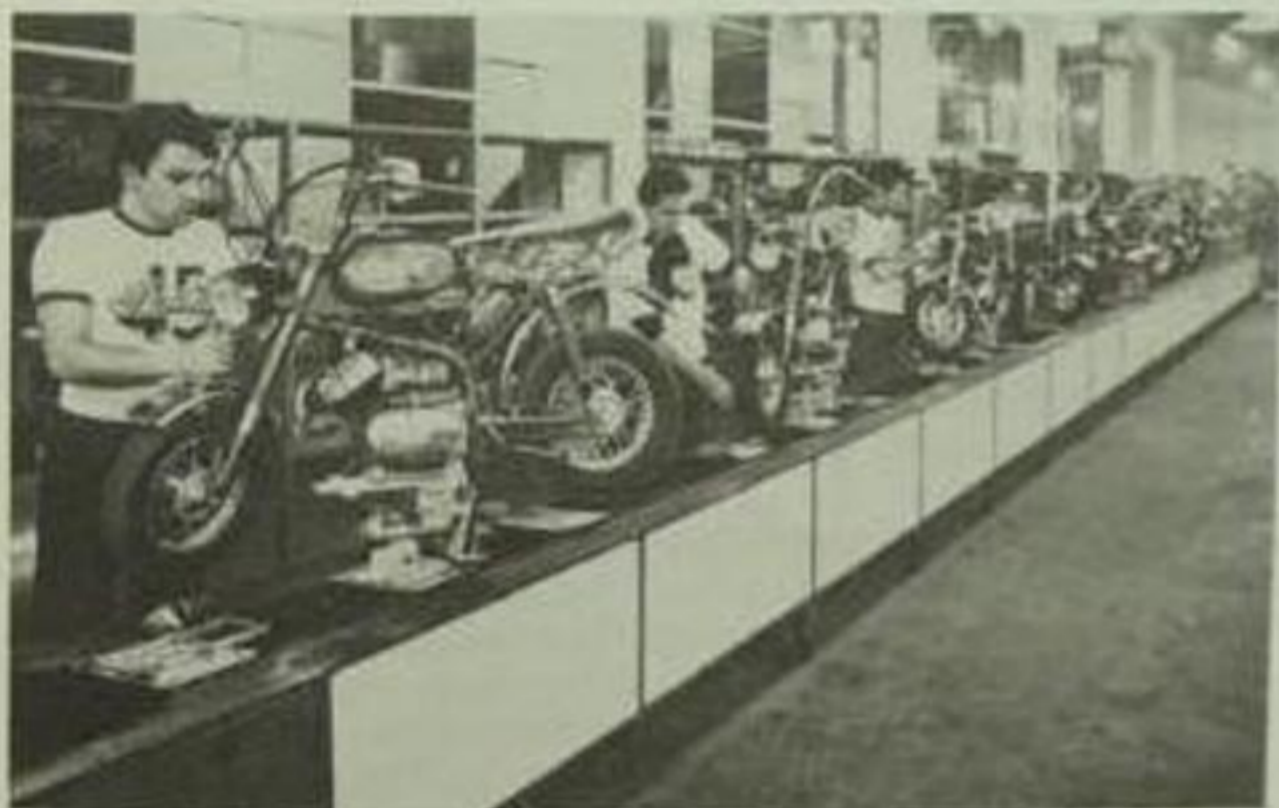


Italian terrain test and some Indians at Bologna, Italy. Indian test grounds. Also tough testing on rough back roads of Italian Alps is part of Indian tests of all components. Every bike gets a complete check and road test before shipment.



FACTORY PRODUCTION METHODS -- THESE PHOTOS SHOW THE INDIAN PRODUCTION FACILITIES FOR CLYMER-TARTARINI OF ITALY.

One workman assembles the Indian-Enfield 750; while another tests a Velocette Thruxton engine for use in the Indian Velo 500.



Assembly line for Indian Papoose has a capacity of 100 units daily.



Another photo of the room where experimental tests are conducted.



A portion of a day's production of Indian Pony-bikes ready for crating and shipment to the United States.

CLYMER-MINARELLI ENGINES



**ORDER NOW
By Mail
\$110.00 Complete**

We have signed a long time contract with Minarelli of Italy as exclusive distributor for their products in the United States and Canada. Minarelli small engines, probably the finest produced anywhere in the world, have a reputation for dependability, accuracy, ease of installation and operation. The 2 stroke 50cc 4.8 H.P. engine is powerful. Feels more like a 90 than a 50cc. EZ to start, EZ to shift, 4-speed gearbox, left foot shift with smooth clutch. Complete engine, gearbox, clutch, ready to install in scooter, minibike, moped, small cycle, go-kart or small auto. Weight complete unit 25 lbs. Engine, gearbox complete unit, ready to install, includes kick starter and foot shift lever, timing nut and pipe, GCR type carb. and big valve, alloy cyl. head for fine tuning. Order now direct by Mail. Only \$110.00.



MOTORE : Minarelli P 4 « SPORT », cambio a 4 marce, comando a piede.

ENGINE : Minarelli P 4 « SPORT », 4-speed footchange gear-box.

Attention! MINI BIKE MAKERS!

We have just the unit for you.
Deliveries direct from Los Angeles, or from factory in large quantities.

State quantities you can use.
We will quote prices and sell you sample to test in your bike.
Get going now with the BEST!

CARATTERISTICHE TECNICHE

Tipo	Monocilindrica a 2 tempi
Cilindrata	49.8 cc.
Altezza	38.8 mm.
Carica	47 mm.
Rapporto di compressione	1 : 9
Potenza max.	4 HP a 7.000 r.p.m.
Accensione	Volano magnetico 16 W - 8 V bobina A.T. esterna
Candela	Gradazione termica 240 (bolla Bosch)
Carterina	DELL'ORTO } UA-19-S con cerniere ME-19-BB con filtro
Alimentazione	Miscela a olio benzina a 1/25 d'olio SAE 30
Cilindro	In ghisa speciale
Testa motore	In lega leggera
Pistone	In lega leggera, con n. 2 anelli tenuta
Albero motore	Scevroscabibile, con biella in acciaio speciale, numero su galbiato a rulli
Frizione	A dischi multipli a bagno d'olio
Cambio	n. 4 rapporti uscita cambio 1 - 1 : 15,22 2 - 1 : 8,33 3 - 1 : 6,04 4 - 1 : 5,20
Rapporto finale	n. 14 denti per valvola 1/2" x 3/16" filetto di 1,75
Lubrificazione	Con olio SAE 30, capacità totale Kg. 0,700
Peso del motore	Kg. 12,5 (a secco)

TECHNICAL DATA

Type	Single cylinder 2 stroke
Total capacity	49.8 cc.
Bore	38.8 mm.
Stroke	47 mm.
Compression ratio	1 : 9
Power and revolutions	4 HP at 7.000 r.p.m.
Ignition	Flywheel magnetic 16 W - 8 V external A.T. coil
Spark plug	Thermic degree 240 (Bosch spec)
Carburettor	DELL'ORTO } UA-19-S without filter ME-19-BB with filter
Fuel	Mixture 1/25 mixture (SAE 30 oil)
Cylinder	Special cast iron
Engine head	Light alloy
Piston	Special light alloy
Crankshaft assembly	Decomposable with connecting rod in special steel, bearing on legs with rollers
Clutch	Multiple disc bathing in oil
Gear box	N. 4 gear ratios 1st 1 : 15.22 2nd 1 : 8.33 3rd 1 : 6.04 4th 1 : 5.20
Final drive sprocket	N. 14 teeth for chain 1/2" x 3/16" roller Ø 1.75
Lubrication	SAE 30 Oil, capacity 0.700 Kg.
Engine weight	12.5 Kg. (without oil)

DEALERS

You can sell many of these 50cc engines to owners of minibikes powered by industrial engines and ones who want more power, acceleration and top speed.

Distributors

FLOYD CLYMER, MOTORCYCLE DIVISION

222 N. Virgil Ave., Los Angeles, California 90004